Name of the District	Year 2000		Year 2001		Year 2002	
	Crop Failure	Indebted-ness	Crop Failure	Indebted-ness	Crop Failure	Indebted-ness
Chittoor	1	2	0	0	1	2
Kurnool	0	3	7	1	1	1
Srikakulam	-	-	0	0	1	2
Vizianagaram	-	-	0	0	-	-
Visakhapatnam	-	-	0	0	-	-
East Godavari	-	-	0	0	-	-
West Godavari	-	-	0	0	0	1
Nellore	-	-	0	0	2	1
Kadapa	-	-	0	0	1	4
TOTAL:	79	97	138	36	45	146

Foodgrain production in Punjab

*92. SHRI N.R. DASARI:
SHRI V.V. RAGHAVAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is a fact that the Punjab farmers have shifted from the traditional wheat and rice cultivation to more lucrative crops such as castorseed in large scale;

(b) if so, what are the incentives being given by the Punjab Government for such shifting of crops; and

(c) what is the estimated reduction in the foodgrain production during this year?

THE MINISTER OF AGRICULTURE (SHRI RAJNATH SINGH): (a) In Punjab State the shift from wheat and rice to the other lucrative crops such as castorseed, guar, basmati and maize covers a very small area.

(b) No incentive are being given to the farmers by the Punjab Government for this shifting.

(c) There will be no reduction in the production of foodgrains due to this shifting because maize and basmati are food grain crops and

castorseed and guar are cultivated in a very small area. Overall, it is too early to estimate the foodgrain production at this stage.

Fire safety measures in Trains

*93. SHRI ABANI ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether fire safety measures in trains are found to be inadequate;

(b) if so, the reasons therefor;

(c) whether the first major fire in train was reported in 1990 and therafter till date no serious efforts have been made to equip trains with fire fighting equipments;

(d) if so, the reasons therefor; and

(e) the plans of Government to protect trains from the incidents?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) No, Sir.

(b) Does not arise.

(c) to (e) No Sir. Implementation of various recommendations for prevention of fire accidents on trains and further improvements in fire prevention measures has been a continuous process subject to the feasibility and availability of technology etc. Safety in Passenger coaches from electrical hazards is ensured by intrinsic integration of maintenance of electrical installations with statutory inspections. Since the days of wooden coach many technological modifications and innovations have been made to enhance the fire retardant qualities of passenger coaches.

Some of the measures taken to prevent fire on trains are as under:

(i) Increasing use of fire retardant materials for manufacture of the coaches and their furnishings including replacement of fire prone materials by fire retardant materials such as use of Limpet sheets, meal UIC type vestibules, compreg sheets etc.

(ii) Use of Fire resistant PVC flooring, interior paneling, ceiling, upholstery etc.

(iii) Use of world class specifications such as UIC S64-2 and FAR for development of RDSO specifications.